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	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.	P.M.
Kowloon dep.	6.41	9.15	10.23	12.00	1.18	4.34	5.27	7.09
Yauwatt dep.	6.51	9.25	10.33	12.09	1.27	4.43	5.37	7.20
Shatin dep.	7.03	9.37	10.45	12.21	1.39	4.55	5.50	7.33
Taipei dep.	7.17	9.51	10.59	12.35	1.53	5.09	6.03	7.45
Taipei Market dep.	7.29	9.57	11.05	12.47	1.55	5.12	6.07	7.49
Fanling dep.	7.33	10.03	11.11	12.51	2.06	5.23	6.17	7.59
Sheung Shui dep.	7.39	10.13	11.21	12.57	2.10	5.27	6.21	8.03
Shum Chun arr.	7.44	10.19	11.29	12.53	2.16	5.33	6.27	8.09

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
Shum Chun dep.	7.22	8.06	10.37	11.40	2.53	4.36	5.12	6.05
Sheung Shui dep.	7.29	8.13	10.44	11.47	3.05	4.44	5.19	6.12
Fanling dep.	7.33	8.18	10.48	11.51	3.10	4.49	5.23	6.17
Taipei Market dep.	7.43	8.29	10.58	12.02	3.21	5.01	5.33	6.27
Taipei dep.	7.47	8.34	11.03	12.07	3.27	5.08	5.37	6.31
Shatin dep.	8.00	8.47	11.16	12.21	3.40	5.23	5.50	6.44
Yauwatt dep.	8.14	8.59	11.28	12.34	3.53	5.37	6.02	6.56
Kowloon arr.	8.23	9.09	11.36	12.42	4.01	5.45	6.10	7.04

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Shatin arr.	8.40	12.25	3.15	7.15	Fanling arr.	7.53	11.10	5.55

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CANTON TO-DAY. A TRANSFORMATION SCENE. THE OLD BARBARIC SPLENDOR.

[FROM THE PEKING CORRESPONDENT OF "THE TIMES."]

CANTON, July.

Since Harry Parkes, with the bulldog pertinacity of his race, forced its gates, Canton has been revealed to the traveller as one of the marvellous places of the earth. Until modern times foreigners saw little of the interior of the city. For centuries it remained practically unchanged in appearance and character, a vast beehive of human activities, circumscribed by the practices and prejudices of the past as effectively as by the thick battlemented wall that surrounded it. We know how its intense conservatism repulsed the earlier foreign endeavours to secure an entrance. All the more astonishing then is it to realize that in five short years this great city has undergone a transformation wonderful as regards appearance, equally wonderful as regards the mental outlook of the people. To one who saw Canton as it was 20 years ago the change is a revelation of what can happen in China.

The City of Rams, so-called from some mythical connexion about which scholars are not so precise as usual, was destined from the beginning for greatness, for it lies at the apex of an extensive deltaic region created by three wide navigable streams known as the East, North, and West Rivers. The wealth from the great area served by these splendid waterways has been converging upon Canton—a Portuguese corruption of Kwangtung—since pre-historic times. Two thousand years ago it was surrounded by a stockade of bamboos, the exact situation of which is not known. During the Tang Dynasty, A.D. 700, its commercial value was recognized and an Imperial Commissioner appointed to control trade. The earlier Portuguese and Dutch traders in the Far East were quick to realize its importance, and foreign commerce was already considerable when the British entered the field and established a connexion which eventually led to the opening of China for the benefit of the world at large.

Canton used to be a city so tightly packed that there was hardly room for the inhabitants to move about. Streets were the most famous, impassable by wheeled traffic. Buildings were low and rarely exceeded one or two storeys. The people were fanatical and wedded to their ancient manners and customs. Innovations were unknown. A thousand temples adorned the city and maintained the philosophic and religious beliefs of an age-long past.

A TRANSFORMATION. Almost in the twinkling of an eye the scene has changed and to-day Canton resembles a great European capital. In the number of splendid streets which intersect it, in the thousands of lofty buildings that have arisen everywhere, in the hundreds of motor-cars which hoot their way through the traffic, in the electric light which brilliantly illumines the night. All but a small percentage of the temples are gone, the idols sold, and the sacred precincts given over to industry. The modern tendency is everywhere visible—in the smart, khaki-clad police eternally fingering the triggers of their Mauser pistols, in the interior arrangement of the shops, in the nature of the goods exhibited, in the theatres and cinemas, in the traffic regulation. The head of the Government is a Christian, many of his principal subordinates are of the same faith, and there is not a hint of objection to any of them on the ground of their foreign creed and training. Where one and all would have been stoned a few years ago for their unholy association with the outer barbarian, to-day they are accepted as a natural consequence of the revolutionary developments of the times. The changes in Canton are not physical alone. There is proof of a profound mental modification, of an awakening to the existence of an outside world worth knowing.

The street life of old Canton was a fascinating thing. The narrow arteries were flooded by a tide of humanity, compelled to move slowly by the lack of room. All went aloft except mandarins or foreigners, who rode in chairs borne by coolies yelling incessantly to clear the way. When such went by wayfarers turned sideways to make room, and, when two chairs met, darted into the shops to avoid being run down. Hosts of coolies, naked but for a loin cloth, were ever on the trot carrying merchandise on poles, yelling and sweating. The din was tremendous, for, added to the objurgations of the coolies, were the noises of bargaining at shop-fronts, the calls of the street-vendors, the beating of gongs, the sound of temple bells, and the burst of strange music from within doors. In the busier streets perpetual twilight reigned owing to the innumerable signboards crossing above or rising high into the air. The Chinese shop advertises itself by a flat beam that must go outwards or upwards, with the name and the nature of the business painted in brilliant colours. Every shop was open to the street and decorated with heavy carving, gilded or lacquered, hung with coloured silk, painted in high tones, and variegated by pictures or quotations from the sages inscribed on long scrolls. Colour everywhere, mellowed into perfect harmony in the prevailing dimness, but here and there, touched by the sun into splashes of barbaric splendour.

Every industry had its own street or section of a street. Shoemakers had a long lane to themselves, book stores another, carvers in ivory and wood another, and from the last named floated the permeating scent of sandalwood, a very essence of the Orient. There were sections for fanmakers and idol makers, hat and umbrella makers, silversmiths and goldsmiths, furriers and musical-instrument workers, spectacle shops, incense shops, shops for porcelain, china,

theatrical costumery, coffins, money-changing, vegetables, flowers, grain, medicine. There were restaurants and tea shops, butchers' shops, what they sold the corpses of puppy dogs and snakes for the epicures, and of cats and rats for the poor. Fowls and ducks and fishes, cooked and uncooked, were exposed by the million, as well as the myriad other things in demand among 2,000,000 of human beings who were the product of a civilization that took thousands of years to grow and that had stood still for centuries.

Canton was, and still is, essentially a place of waterways. On these float an infinite variety of vessels. The Chinese who owns a boat in these regions lives on it with his wife and his children and his grandchildren, together with manservants and maidservants, according to the accommodation. For every able-bodied man on a boat there are half a dozen women and children, and it is typical of the Orient that the man does most of the steering and his family most of the work.

It is a mystery how some of the boat people live, for they tie up for weeks without moving, yet live on the fat of the land. Mayhap the head of the floating house is a pirate with hidden sources of revenue. The bigger boats, however, are always on the move carrying and discharging and loading the vast variety of commodities which constitute the economic wealth of Kwangtung Province. It is said, and easily to be believed, that the floating population of Canton numbers a quarter of a million souls.

In 1915 the work of reconstruction began. The ancient walls surrounding a densely populated area of about 1½ mile square were torn down, all but a section abutting the northern gate. In their place was made a broad boulevard encircling the city. So good did the work appear that plans were made to widen the main arteries. This scheme necessitated expropriation on a grand scale. Bitter objections were raised, but the régime was a military Government, which was not to be denied, and the work proceeded. Where existing streets were only 6 ft. to 8 ft. wide the new roads had to be 70 ft. to 100 ft. wide. Buildings were demolished. Though compensation was promised horrible injustice was done in innumerable cases, and it still being done to many, and compensation has only been equal to one-third of the loss sustained. There are now 30 miles of new streets between the southern wall and the river front. Reconstruction is proceeding in the western or outer city, and on the other side of the creek bounding the foreign settlement of Shamshien a fine new street is rapidly nearing completion.

TALL BUILDINGS. Even more remarkable are the new buildings which have suddenly appeared on the frontages made available. To make up for the horizontal space of which they have been deprived by expropriation owners have built vertically up to four, five, and six storeys, and in many cases even much higher, one hotel on the Bund going up to 12 or 13 storeys. One may motor for many miles along streets in which hardly a building stands less than 60 ft. high. There is one corner where there is nothing in sight under a hundred feet. As nearly all of the city is only 5 ft. or 6 ft. above high-water level, the roads are cracking, and some of the buildings show a tendency to sink. But on the whole the result is exceedingly fine.

The really astonishing thing is to contemplate the extent of new building completed in the last four years in a city that has been harassed and taxed almost beyond endurance by a succession of military régimes. To compute the amount expended is impossible, but it must run into tens of millions of pounds sterling. It was a surprise in the conditions prevailing to realize that the Customs revenue for Canton in 1923 was up 17 per cent., making the increase for the last five years no less than 95 per cent. The foreign trade of Canton in 1923 was valued at Taels 104,000,000. In 1922 it was Taels 210,000,000, figures which speak for themselves as to the importance of Canton as a commercial emporium.

But waterways are much what they were, and there will be no expropriating the boats, for at the first sign of interference they will up anchor and move. But even here there is change, for the steamer, the launch, and the motor-boat are ever growing in number. Forests of funnels stretch along the Bund, and the whistling and the hooting are as vigorous as on the Thames.

THE FOREIGN QUARTER. Still more in the way of contrast is the foreign settlement clift from the fore-shore of the Pearl River (the agglomeration of streams connecting Canton with the sea) and transformed into an island separated but for two gated bridges from the teeming multitudes of the adjacent city.

Shamshien is 1,000 yards long by 300 broad, constructed by foreign enterprise out of the swampy ground that formerly faced the river. A segment of creek isolates it and constitutes its defence. On the front is an open space cut into delightful gardens, and at the back there is a handsome embankment facing the creek. Two rows of buildings contain offices and dwellings, some of them lofty edifices reminiscent of older Calcutta, others simple bungalows with deep verandahs, embowered in glowing flower beds and tropical shrubs. Some are fine modern buildings of stone.

But the glory of the place is its central avenue, a long stretch of green lawns bounded by towering banyan trees that cast a perpetual shade. In this cathedral-like aisle there is peace and quiet unspeakable, another world compared with the turmoil and hubbub a stone's throw distant. Here is neither rattling rickshaw nor grating carriage nor horned automobile, for wheeled vehicles, save only the little coaches that contain sleeping babes, are banished from the sacred precincts. And well may the dwellers on this little island make unto themselves a pleasant place, for they have much to contend against, both in the matter of climate and the strange smells and diseases that surround them.

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Better Still, You Will Like the Girl He

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CLAIM FOR DAMAGES.

SOLICITOR'S CRITICISM OF AN AMERICAN LADY'S LETTER.

Some time ago a motor-car in which a party of Americans were being taken round the Island came into collision with another car, occupied by three members of the Hongkong Police Force. The sequel to this collision was a Summary Court case opened yesterday before Mr. Justice Dyer Ball, the Hang Lok Garage Company suing the Hongkong and Shanghai Hotels Co., Ltd., for \$333 damages.

An interesting feature in the case was a letter written by an American lady describing the accident and at the same time making remarks, which Mr. Russ, the plaintiff's solicitor, described as "naughty" and "catty" against the three members of the Police Force.

Mr. H. C. Macnamara represented the defendants.

Opening his case, Mr. Russ said the collision occurred at Tsai Wan Hill, about a mile on the Shaikwan side, of the Shikho Road approaching Repulse Bay. About twelve o'clock on July 16th, a car was hired by three European officers of the Police Force of the Colony from the Hang Lok Garage Company, the car leaving Victoria at about 12.30 p.m. and proceeding at a slow pace towards Repulse Bay. The officers had just come off duty and were on holiday, so that it was no advantage to them to hurry. He would have to make different comments as regards the American occupants of the other car, which was hired from the Hongkong and Shanghai Hotels, Ltd., by the American Express Company. The occupants of this car (Dr. W. T. Councilman and his wife and daughter) had apparently spent longer than they had intended at Repulse Bay and were very anxious to get back to the city. The accident seemed rather to have upset their tempers, and this probably accounted for the fact that Miss Councilman was induced to write a letter which he (Mr. Russ) could only describe as "catty and unkind."

The defendant's car was rounding the corner of the hill in question at a particularly high speed. The road at that point was 20 feet wide with a gutter on each side. There was plenty of room for three cars to pass if necessary. The car occupied by the police was going round slowly in the opposite direction according to their evidence, at a speed of about eight to ten miles an hour. It was on the left hand side of the road, but not perhaps scraping that side, and the hooter was sounded three times. The other car, which was in the middle of the road, did not sound its horn and accelerating to take the hill, went round at a tremendous speed. The result was that it dashed without warning into the right rear wheel of the plaintiff's car, smashed the mudguard, and axle and it was incapacitated from going further.

The collision, said Mr. Russ, was due to the excessive speed, the neglect to give warning and the swerving to the right of the defendant's car.

The three Americans who were in the other car were now in Peking, but Dr. Councilman and Miss Elizabeth L. Councilman had written letters which he wished to put in as evidence. His Lordship would appreciate when he heard Miss Councilman's letter that he (Mr. Russ) had been gentle in his remarks about her. He had no complaint against Dr. Councilman. He wrote saying that he wished "to exonerate the driver of his car as he was not to blame for too great an amount of the accident and that both were to blame in that each of them was too much in the middle of the road and neither blew their horns." It was very obvious that Dr. Councilman did not think very much of his driver.

Referring to Miss Councilman's letter, Mr. Russ said: "Your Lordship, I don't like this letter, it's a nasty letter."

This letter stated that neither driver sounded his horn and that the car in which the police were travelling was going much too fast and the driver of that car was largely to blame he was taking up too much room.

"But the sting of the letter is in these lines," said Mr. Russ. "The other car was occupied by four drunken Cockneys. There were actually three in the car, all police officers. If there had been two and the young lady had seen four I should ask your Lordship to draw the obvious conclusion. As a matter of fact Sergt. Mathieson is a respectable Scotsman but he is in hospital and can't come here to prove it."

His Lordship: Was he injured?

Mr. Russ: No, your Lordship, but he is probably suffering from shock at being called a Cockney. (Laughter.) Another comes from Manchester and the other from Essex.

The letter further stated that: "These four men had a lot of liquor in the car."

Mr. Russ: Your Lordship knows there is no need to carry highballs in one's hip pocket when the Repulse Bay Hotel is close at hand.

"The letter further stated: 'They had been freely partaking of it (the liquor) and as they will probably try and put the blame on our driver, I feel bound to write this.'

Mr. Russ said that the letter was utterly unjustifiable and was untrue from beginning to end. The police officers were perfectly sober and knew all that happened. They did not suggest that there were two Miss Councilmans or three Miss Councilmans. The so-called "drunken Cockneys," in fact, acted with great kindness and found a car for them and sent them home, added Mr. Russ. The claim was made up as follows:—\$100, loss of car for 22 days, \$233, depreciation in value \$300.

Mr. Macnamara: We shall question the amount of damages; we are told the car is only worth \$300.

Mr. Russ: That may be, now.

The chauffeur, of the plaintiff's car, giving evidence, said he was driving slowly when the other car ran into his.

Cross-examined by Mr. Macnamara as to the condition of the parties in the car, the witness said that the police were angry and the others "turned the complexion of their face." He could give no reason why the other car should have come across other than it was going too fast.

Mr. Macnamara: But would not the tendency of speed be to force the car on the outside?

Witness disagreed.

Mr. Macnamara: I put it to you that you were going much too fast and that when you tried to turn your car you turned the front across and your back wheel slipped?

Witness: I was not going fast.

Mr. James Smith, acting chief mechanical engineer to the Kowloon-Canton Railway, called by the defence gave evidence of having examined the plaintiff's car and said that he estimated the damage done at \$50 or \$60—at the outside \$100. He did not think that it could have taken more than three days to have repaired the car. In reckoning depreciation, it was usual to take 1 or 5 per cent. of the amount spent on repairs. He thought that the value of the car was \$800 to \$900.

Mr. A. D. Alison, of the Dragon Motor Garage, called for the plaintiffs, said that he had not heard of the method put forward by the last witness for arriving at depreciation. The depreciation in this case would not be appreciable. The car was repaired in eight days.

L. Sergt. Pearce, giving evidence for the plaintiffs, denied that there was any drink in the car, said that none of the occupants had had any appreciable amount, and corroborated the opening statements of Mr. Russ as to speed.

The Court afterwards rose and in the afternoon his Lordship accompanied by solicitors and witness motored to the scene of the collision and at 4.20 they had not returned.

\$5,000 FIRE.

THREE BIG MATSHEDS BURNED AT QUARRY POINT.

A fire, said to have been caused by crackers, burned down three large matsheds at Quarry Point on Saturday. The damage is estimated at \$5,000.

A small outbreak of fire occurred yesterday morning at the premises of the Netherlands Trading Society in Queen's Road Central, but it was extinguished before the appearance of the Fire Brigade, who, however, arrived with all speed.

HEAVY OPIUM SMOKER.

A Chinese charged at the Kowloon Magistracy yesterday with the possession of a quantity of illicit opium valued at \$15, said that it was a private supply for his own use, and would probably last him a few days.

The Magistrate (Mr. E. W. Hamilton): So your opium costs you \$15 for a few days, does it?

A fine of \$150 was imposed, with three months' hard labour in default.

REJECTED CONCUBINE.

STRANGE EVIDENCE AT THE CENTRAL COURT.

Illuminating facts concerning the procedure whereby a Chinese provided himself with concubine, were afforded at the Central Magistracy yesterday afternoon.

Mr. R. E. Lindsell listened to a case in which Ling Chi Po, a male Chinese, was charged with demanding \$100 from Wong Kok Chi, a Chinese woman. Certain contingent charges were also made against the man.

Mr. H. S. Fitzroy, instructed by Messrs. Lyson and Hall, appeared for the prosecution, and the defendant was represented by Mr. N. I. Brewer.

Mr. Fitzroy, outlining his case, said that the complainant, a married woman, had an adopted daughter, Ng Ah In, whom the defendant agreed to take as his concubine. The girl went to him in the customary way, and on the following morning, the complainant was sent for, and informed by the defendant that the girl had previously been unchaste. Defendant demanded \$100 compensation from the complainant, and being frightened, she pawned her ring and gave him that sum. Some sort of confession of unchastity had been made to the man by the girl, but he had obtained it from her by intimidation. The complainant had the girl examined afterwards by two European doctors, who were of opinion that she was *virgo intacta*, and gave her certificates to that effect.

Dr. J. C. McGowan and Dr. J. D. Allan, in the witness-box, corroborated the last statement.

Wong Kok Chi, the complainant, stated in evidence that she was a married woman living at 96, Wanchai Road. The girl Ng Ah In was adopted into her family at the age of 8 and was now 17. Early in the summer, the witness wished to get the girl married and approached another woman, Yee Koo, to act as "go-between" in the matter. Yee Koo arranged a meeting between Ng Ah In and the defendant at the roof garden at Sincere's, at which the witness was present.

This, the witness explained, was in order that the parties might see if they liked the look of one another. Each was satisfied, and later, defendant agreed to take the girl as his concubine, paying her \$50 as a deposit on \$350.

The girl went on August 25th last to the Peking Hotel, where the defendant was staying. She had two solid gold bangles, two finger-rings, and a pair of gold and jade earrings. She had also a full trousseau of clothing. On the morning of the 26th, witness was summoned to the Peking Hotel, where she saw her adopted daughter in a bed-room. The defendant came in later. She asked for an explanation of his accusation of unchastity against the girl, and he left the room. Witness sent the "go-between" to fetch him. He did not come, so witness went personally to find him, which she did in another room, where there were two other men. He then said he would not take the girl, as she had been unchaste, adding that he had spent between \$400 and \$500 and that she (witness) must make it good. Witness said that she had no money.

Complainant, proceeding, stated that the defendant made use of the words: "You must pay \$100 at least before you leave here." She replied that she had no money, but would go across the water and get some, or give him a promissory note. Defendant said that that would not do, adding that witness was wearing a finger-ring which could be pawned for the required amount. Witness protested, and tried to leave the room, but the defendant prevented her. She at last consented to send the "go-between" out to pawn the ring. The woman returned with a pawn ticket (produced in Court) and about \$150. Witness paid \$100 to the defendant.

The hearing was adjourned until the 26th inst.

SAIGON RICE MARKET.

Messrs. Wm. G. Hale & Co., Ltd., of Saigon, in their circular dated September 1st state:

The only business we have to report for the last fortnight under review is for a lot of 5,000 tons long rice to Cuba, shipment September/October.

The result has been that our prices immediately strengthened. Soon after a lot of enquiries were received from Shanghai—all very probably for the same business. Our market, though no transactions at all resulted, still advanced and closes very firm, as a good demand is expected from Hongkong and Canton where the troubles have come to an end.

New Crop.—In some districts the rain fall is not sufficient, but on the whole prospects are good. As to the Provinces of Longuyen—Chaudoc, the last reports state that the land having been gradually and slowly flooded, the (Riz Plottant) have not at all been damaged and a very good crop is expected if nothing changes the course of the inundations.

CRICKET NOTES.

The present heat wave is continuing and, very sensibly, those who do not feel absolutely fit are waiting for better conditions before turning out at nets. But there are one or two points which occur to me. It would of course be much more sensible if I wrote direct to the authorities but we don't do things that way in Hongkong.

Let it be understood that I have been to nets, twice for a full evening and once for a couple of overs; so I know! And I say it without fear of contradiction, that the wickets are not fit to bat on, as a rule. It is not anyone's fault—it's just a fact. Now, no one is going to stand right up, to put his left leg over properly, or hook the short ball, if the bally thing is going to kick straight up and hit him in the teeth. It is going to ruin some of our younger batsmen, if something is not done about it. It may be better wickets can be found. That is the groundsman's job. But if not, the Authorities have got to consider matting. There is of course one great objection to this. The ball does not come along on matting in the same way as it does on grass. No one can deny this. But, does the ball come along on grass in the middle of the ground as it does on a practice wicket? It does not. Last time Shanghai were down here (22, I think) Torrey Wilson got a whole lot of our wickets, though he was not a patch either on O'Hara or Billings. But he was distinctly on the fast side, and most of our people had, at nets, developed a distaste for keeping over their work on the off stump and outside it. I well recollect the reiterated commands of one of our leading batsmen to "pitch 'em up" at the nets. I admit that half volleys alone were safe, but they were not much practice for him, and I don't think he came off as well as he usually does.

My own view is that anything is better than a wicket that kicks dangerously, for practice: given, as here, that the match wicket is fairly true. There will be plenty of practice on grass in the Saturday matches, so long as our batsmen do not get thoroughly demoralized by injuries at practice.

So far there is little to report as to nets. Armstrong is the only new man I have seen so far who looks like a bat. I was glad to see a fielding practice on Tuesday. There is no doubt but that our bowling is weak and we cannot afford to put anything on the carpet. Nor can we afford to let short runs go. The average of returns to the wicket keeper in this Colony is atrocious in its length and direction. We all know it should be a long hop or a full toss at the bats, but can be thrown it? "Divil" a bit! Nine times out of ten its a Yorker, and then not too straight. It occurs to me at this point how much easier it is to be a critic than a cricketer.

The news from Singapore is excellent:—One remembers their last visit with great pleasure. And, if the present trouble in the North does not range itself, it seems quite on the cards that the Shanghai men may not be able to get away.

R. ARBIT.

EXPENSIVE FRIENDSHIP.

"KINDLY ACT" THAT COST \$1,000.

A Chinese passenger on the s.s. *President Cleveland* who was arrested on board the vessel last Saturday, was charged before Mr. Hamilton at the Kowloon Magistracy yesterday with the unlawful possession of 7 revolvers and 1,100 rounds of ammunition. These were found by the police in a large wooden case.

The man admitted possession of the case, but explained that just before the ship left America, a friend of his asked him to take charge of the box and deliver it in China when he arrived there. Remarking that the defendant would find the friendship rather expensive, His Worship imposed a fine of \$1,000, or 12 months' hard labour in default.

The fine was paid.

HONGKONG SHARE MARKET.

CLOSING QUOTATIONS.

SEPTEMBER 15TH, 1924.

Hongkong and Shanghai	
Banks	\$1,200
Canton Insurance	\$270
Union Insurance	\$227
Hongkong Fire Insurance	\$600
Douglas Steamships	\$32
H.K. & M. Steamships	\$46
"Star" Ferries	\$101
China Sugars	\$410 nominal
Kowloon Wharves	\$213 nominal
Whampoa Docks	\$176
Hongkong Lands	\$117
Hongkong Hotels	\$23 & 22 (new)
Humphreys Estates	\$23
Cement	\$23 (combined)
Hongkong Barges	\$82 (combined)
China Provident	\$17 (old) b. \$5 (new) nom.
Dairy Farms	\$27
Watsons	\$28
Hongkong Electric	\$43
China Lights	\$20 (old) \$13 (new) b.
Hongkong Trams	\$46
Peak Tramways	\$20

b—buyers; s—sellers; n—sales.

5 DAYS MORE.

CRETONNES!
CRETONNES!!
CRETONNES!!!

100 PATTERNS
AT
HALF PRICE

FOR
ONE WEEK ONLY.
LANE, CRAWFORD, LTD.
FURNISHING DEPT.
TOP FLOOR.

GREEN ISLAND CEMENT CO., LTD.

Best Portland Cement

SHEWAN, TOMES & CO.,

GENERAL MANAGERS,
HONGKONG.

COLUMBIA NEW-PROCESS RECORDS

"TO JULIA" (SONG CYCLE)

D1450	No. 1. THE BRACELET	...	HUBERT EISELL, TENOR
	No. 2. (a) MAIDEN'S BLUSH, (b) JULIA'S HAIR	...	"
D1461	No. 3. TO DAISES	...	"
	No. 4. THE NIGHT	...	"
D1462	No. 5. (a) INTERLUDE, (b) CHERRY RIPE	...	"
	(GO LOVELY ROSE	...	"

ANDERSON'S.

Powell
Telephone C. 3146

GENTLEMEN'S TAILORS

HONGKONG HOTEL BUILDING.

The absolute joy of wearing "Powell Cut" clothes in all environments, the knowledge of being "up to the minute" in every dress details, acts as a tonic to one's personality, and has ensured the "Powell Cut" Success, of which we are justifiably proud.

NEW STYLES now SHOWING
for AUTUMN and WINTER.



NEW ADVERTISEMENTS

VICTORIA RECREATION CLUB.

LAST NIGHT SWIMMING FETE on SATURDAY, the 20th, commencing 9 o'clock.

The following Events are Open to the Colony

100 Yards Breast Stroke
100 " Back Stroke
50 " Scratch

Entries Close to Hon. Secretary by THURSDAY, the 13th inst.

Columbia Band will play during the Evening.

UNIVERSITY OF HONGKONG.

NOTICE.

NOTICE IS GIVEN that about Six Government Students in Training will be elected on the Results of the Matriculation Examination to be held in NOVEMBER NEXT at the University. These STUDENTS are of the Annual Value of \$1,115, and are Open to Pupils from any of the Schools of the Colony. Further particulars may be obtained from the Registrar.

The Government Scholarships will also be awarded at the same Examination, of the Value of \$1,000.

Candidates should state on their Entry Forms whether they are ready to hold either a Studentship or a Scholarship in case of Election.

C. A. MIDDLETON SMITH,
Acting Registrar.
13th September, 1924. [1255]

S.S. "AMBOISE."

COMPAGNIE DES MESSEAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from MARSEILLE, S.S. "AMBOISE," in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless Intimation is received from the Consignees before Noon, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Underigned. Goods remaining unclaimed after the 22nd instant, at Noon, will be subject to Rent and Landing Charges.

All Claims must be sent in to me on or before the 25th instant, or they will not be recognized.

All Damaged Packages will be examined on Saturday, the 20th instant, at 10 a.m., by Messrs. Goldard & Douglas.

No Fire Insurance has been effected.

R. RODENFUSER,
Agent.
Hongkong, 15th September, 1924. [1256]

NORDDEUTSCHER LLOYD BREMEN.

THE STEAMER "TRIER" having arrived from BREMEN, HAMBURG and PORTS, Consignees of Cargo are hereby notified that their Cargo is being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.

All Goods remaining undelivered after the 19th instant, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godown for examination by the Consignees and the Company's Surveyors, Messrs. Anderson & Ashe, at 10 a.m., on the 17th Sept., 1924.

No Claims will be admitted after the Goods have left the Godown and all Claims must be presented within two weeks of the Steamer's arrival here, after which date they will not be recognized.

Consignees are requested to surrender their Bills of Lading to the Underigned for countersignature.

MELOERS & CO.,
Agents.
1924. NORDDEUTSCHER LLOYD BREMEN.

THE BEN LINE STEAMERS, LTD.

FROM HULL, MIDDLESBRO, ANTWERP, LONDON AND STRAITS.

The Steamship "BENGLOE."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be presented within two weeks of the Steamer's arrival here, after which date they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 20th instant, at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents.
Hongkong, 13th September, 1924. [1249]

BANK OF EAST ASIA, LTD.

NOTICE IS HEREBY GIVEN that An INTERIM DIVIDEND of \$3.00 per Share has been Declared for the HALF YEAR ending 30th June, 1924.

The Dividend will be Payable on and after MONDAY, the 15th SEPTEMBER, 1924, at the Offices of the Company, where Shareholders are requested to apply for Warrants.

The REGISTER OF SHARES of the Company will be CLOSED from MONDAY, the 8th SEPTEMBER, to SATURDAY, the 13th SEPTEMBER, 1924 (both days inclusive), during which period No Transfer of Shares can be registered.

By Order of the Board of Directors,
LI TSE FONG,
Acting Chief Manager.
Hongkong, 1st August, 1924. [1103]

INTIMATIONS

NOTICE.

ST. STEPHEN'S COLLEGE REOPENS for MICHAELMAS TERM on MONDAY, SEPTEMBER 15th, 1924. Boarders return on 15th INSTANT. Entrance Examination for New Boys will be held on SATURDAY, SEPTEMBER 13th, 1924, at 9 A.M. [1243]

THE HONGKONG AND WHAMPOA DOCK CO., LTD.

NOTICE IS HEREBY GIVEN that the SHARE REGISTER and TRANSFER BOOKS of the Company will be CLOSED from the 1st to 7th OCTOBER, 1924 (both days inclusive).

Warrants for the INTERIM DIVIDEND can be obtained at the Office of the Company, 2, QUEEN'S BUILDINGS, Hongkong, on or after the 5th INSTANT.

By Order of the Board,
R. M. DYER,
Chief Manager.
Hongkong, 15th September, 1924. [1253]

GREEN ISLAND CEMENT CO., LTD.

NOTICE.

AN INTERIM DIVIDEND of Fifty cents (50 cents) per Share on the Old Shares (Fully Paid) and Three cents (3 cents) per Share on the New Shares (\$1.00 Paid) has been declared for the Half Year ending 30th June, 1924.

Such Interim Dividend will be payable on and after TUESDAY, the 23rd SEPTEMBER, at the Offices of the Company, where Shareholders are requested to apply for Warrants.

The REGISTER OF SHARES of the Company will be CLOSED from the 13th SEPTEMBER, 1924, until the 23rd SEPTEMBER, 1924 (both days inclusive), during which period No Transfer of Shares can be registered.

By Order of the Board of Directors,
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 3rd September, 1924. [1250]

HONGKONG CLUB.

NOTICE.

THE FOURTH YEARLY DRAWING of the HONGKONG CLUB (1920 issue—\$500 each) was held in the Club House on MONDAY, the 8th SEPTEMBER, 1924, when the following Debentures were Drawn for Redemption—

17	268	418	757
62	391	424	762
64	375	596	764
179	395	600	826
213	411	607	837

and will be Payable at the HONGKONG AND SHANGHAI BANKING CORPORATION on TUESDAY, the 30th SEPTEMBER, 1924, in exchange for surrender of Shares.

By Order,
T. A. ROBERTSON, Lt.-Col.,
Secretary.
Hongkong, 8th September, 1924. [1239]

NOTICE.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

CERTIFICATE No. 7128 for 25 Shares, \$4 per Share Paid up, number 55128/55150 in this Society standing in the Name of ROBERT JOHN JACK SNEDDON, of Hongkong, has been Declared LOST, and if at the Expiration of One Month from the Date hereof the above Document be not forthcoming, the said Certificate will be deemed Cancelled and of No Effect, and a NEW Certificate for the 25 Shares will be issued in its stead by the Society.

PAUL LAUDER,
General Manager.
Hongkong, 8th September, 1924. [1235]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

TICKETS will be issued for ROUND TRIPS during the Months of JULY to SEPTEMBER, from Hongkong to Foochow (Peking Anchorage) and Return, Calling at Swatow and Amoy on both the Upward and Downward Voyages, by the Company's New Fast, Well-appointed Steamer "HAI-NING" at the Reduced Rate of \$80, for the Round Voyage, including Meals while the Steamer is in Port.

These Special Tickets will be available for Return ONLY by this Steamer, either by the Voyage for which it is issued or by her following Sailing from Foochow. Duration of Stay at Foochow—48 hours.

The Trip occupies 8 to 9 days and the Steamer will leave Hongkong from the Company's Wharf at 5 p.m., Arriving at Daylight on her Return (Weather permitting).

The Company's Steam Launch will convey passengers from Peking Anchorage to Foochow Wharf, if required.

For further Particulars and Dates of Sailing, Apply to
DOUGLAS LAPRAIK & Co.,
General Managers,
DOUGLAS STEAMSHIP CO., LTD.,
Hongkong, 17th June, 1924. [908]

OFFICES TO LET.

TO LET—OFFICES on 1st and 3rd Floors, No. 14/16, PEDDER STREET.

Apply—
PROPERTY OFFICE,
JARDINE, MATHESON & Co., Ltd.
[1186]

TO-DAY TILL FRIDAY,
at 2.30, 5.15, 7.15 & 9.15.

GLORIA SWANSON

HER GILDED CAGE

A Rag Doll Romance

THE CORONET.

INTIMATIONS

WATSON'S AERATED WATERS

ARE PREPARED FROM REAL FRUIT ESSENCES.

GUARANTEED ABSOLUTELY PURE.

LEMONADE—Has the real essence obtained from Lemons grown in Southern Italy.

RASPBERRYADE—Is prepared with the juice of raspberries grown in England and Tasmania.

FORMAZONE—THE NON-ALCOHOLIC CHAMPAGNE. It possesses the characteristic stimulating and refreshing qualities of Champagne and has a delicious flavour.

STONE GINGER BEER—The only genuine Stone Ginger Beer in the East. Prepared by a special process of fermentation which gives it the distinctive flavour which is so pleasing to the palate.

SOLE AGENTS:

A. S. WATSON & CO., LTD.,
Aerated Water Manufacturers.

ESTABLISHED 1841.

BIRTH.

BLOOMFIELD.—On Sunday, the 13th Sept., to Mr. and Mrs. J. A. BLOOMFIELD, at Harbin, a daughter. [1234]

Hongkong Office: 14, Charter Road.
London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 16TH, 1924.

CHINA AND THE OPIUM TRAFFIC.

THE summary of Mr. CHAO HSIN CHU's most recent declaration at Geneva on the subject of China's attitude towards the opium traffic must have been read with amazement by everybody in China acquainted with the subject. One would be inclined to doubt the accuracy of the report if it were it not for the fact that Mr. CHAO has on previous occasions at Geneva given to the delegates information that cannot possibly be reconciled with the facts as they are known to every body in China who is interested in the subject. On the 11th of this month in a discussion by the Opium Committee of the League of Nations, Mr. CHAO said: "China had good intentions of suppressing the traffic, but unfortunately was bound by treaty, and cannot control the opium supply in her own territory because many foreigners in China still enjoyed extra-territorial rights. China would endeavour to do her best, but must look to the foreign Powers, to do their best to assist in fighting this evil." It is simply amazing that any representative of China can stand up before a body of men interested in the opium question—who cannot be assumed to have no knowledge of the conditions in China—and make such astonishing statements as these. We suppose every member of that Committee is regularly supplied with the pamphlets which are issued by the International Anti-Opium Association in Peking. During the past year much valuable information on the subject has been furnished by this Association, which

at great pains collected information from every province in China. Bishop Norriss, the President, in his address at the annual meeting, said the information gathered showed that the year 1923 had been unquestionably the worst during the period of opium retrenchment since 1917. "In 1923," he said, "every province in China but one, namely Shaansi, had not only free and unrestrained opium cultivation and use, but in many provinces cultivation was compulsory under heavy taxation, and traffic in every way encouraged." These facts are common knowledge in China, and we do not understand how it is possible for the Chinese Minister in London to get the idea that the Treaties with the Foreign Powers operate to limit or hamper the control of the Chinese Government over the cultivation and use of opium by the Chinese people throughout the country. We do not quite know what is meant by Mr. CHAO's statement that "China had not yet been able to carry out the import certificate system adopted by the third Assembly of the League, as the foreign diplomatic body in Peking had not yet given its approval." The Indian Government has ceased to export opium to China, and China is under no obligation, that we are aware of, to receive it from any country. What foreign opium gets into China is smuggled opium, and while there is such a widespread and urgent demand for it by the people of China no efforts by the Customs preventive service can entirely succeed in keeping it out. But foreign opium is now an infinitesimal factor in the situation and China's problem is the native cultivation. "If the Central Government of China had full power to enforce its law," said Mr. CHAO, "the opium traffic would be abolished immediately. They wanted to arouse public interest in the question, but the Chinese Government and people would never agree to any action or intention which would lead to interference with the sovereign rights of China." The impotence of the Central Government, no doubt, is the key to the present deplorable situation, for when China last had a strong Central Government it did, in fact, practically suppress the cultivation and use of opium throughout China; but with the development of the Tschunghu system and its military rivalries there has been a steady recrudescence of the traffic. The authority of the Central Government has been flouted in the "loyal" as well as the "disloyal" provinces, for the traffic is productive of enormous revenues and these have been used for the maintenance of provincial armies and the waging of inter-provincial wars. Ample evidence, too, could be offered in support of the statement that "only by the revenues of opium taxation could these armies be kept from insurrection." Not until "this problem of military reorganisation throughout China is settled are we likely to see in China any considerable diminution of opium cultivation.

At the Marine Court yesterday eight boat people were each fined \$5 for lying without permission in the Causeway Bay typhoon shelter.

The master of s.s. *Overstraten* has reported to the Harbour Office that three Chinese passengers died whilst the ship was on her way here from Singapore. Two died from old age and one from malaria.

Blinded by the glare of a motor-lorry's headlights in Leighton Hill Road on Sunday evening, a pony, believed to belong to Messrs. Jardine, Matheson & Co., took fright and dashed against the lorry. The animal was killed.

Master Kenneth Tours (a "China hand" in his knickerbocker days and son of Mr. B. G. Tours, H.M. Consul-General at Tsinanfu) after taking a junior scholarship at Aldenham in 1922, has just won a senior scholarship at the same school.

A man who obtained \$30 from a Guild of which his mother was a member, by falsely representing that the old woman was dead, was sent to prison with hard labour for six weeks by Mr. R. E. Lindsell at the Central Magistracy yesterday.

H.M. the King of Siam, who is visiting the F.M.S. and the Straits by rail from Bangkok this month, is due in Singapore on the 25th inst. His Majesty will be accompanied by his suite and will stay in Singapore three or four days. The visit is unofficial.

The police are investigating the circumstances relating to the discovery at Shatin of the dead body of a Chinese bearing five stab wounds. The fact that a sum of \$17 is missing from the body, gives rise to the belief that robbery was the motive for the crime.

The Shanghai Harbour Master has issued a notification to mariners that the launch *Billy Dollar* lies in the fairway of the river, about 50 yards from Hoong Shin wharf. A mark boat, flying a green flag by day, and exhibiting a green light over a white one at night, is moored by the wreck to act as a warning.

A well-known old Singapore resident has passed away in the person of Mrs. K. B. S. Robertson, at the advanced age of 87. Mrs. Robertson was a daughter of Mr. A. E. Blundell, who was Governor of Singapore for six years from 1855. Her husband was Deputy Commissioner of Police in Singapore for twelve years before his death in 1868.

It is announced that about six Government students in training will be elected on the results of the Hongkong University Matriculation Examination in November. These studentships are of the annual value of \$1,115 and are open to pupils from the schools of the Colony. The Government Scholarships (value \$1,000) will also be awarded at this examination.

Deep sympathy is expressed in the Singapore papers with Dr. C. C. B. Gilmore and Mrs. Gilmore in the loss they have sustained by the tragic death of their five years old son, who was knocked down and fatally injured close to their house in Meyer Road at Tanjong Katong. The little fellow was apparently crossing the road to the house when the car knocked him down. Despite immediate medical attention he never regained consciousness and died a few hours later.

News has reached Shanghai of the death at Oakland, California, of Dr. A. P. Parker, D.D., the senior member of the Methodist Episcopal Church (South) in Shanghai, who was in the United States on leave. Dr. Parker first came to China in 1875 as a missionary. For about 20 years he was president of the Bussington Institute and College at Soochow. Then, in 1895, he came to Shanghai to take over the Anglo-Chinese College, much of his work in China being in the spheres of education and translation. He went home to America on leave in July of this year.

A cokeseller was held up on the Shatin Road on Sunday by highway men who stole from him \$2 and \$3 worth of moon cakes.

Whilst at work at the Hongkong Hotel on Sunday a bricklayer was injured in a fall from a scaffolding.

The Rev. J. Kirk Macdonald and Mrs. Macdonald returned to the Colony yesterday from a holiday in Japan.

Mrs. H. H. J. Gompertz, wife of the Acting Chief Justice, returned to the Colony yesterday on the *Empress of Russia*.

A report has been made to the police of the theft of £20 10s. from the Hongkong and Shanghai Bank Mess, belonging to Mr. Hope.

Lady Ho Tung and Miss Ho Tung, who have been spending the Summer in England, returned to Hongkong yesterday, travelling via Canada and the *Empress of Russia*.

A Chinese convicted of unlawfully possessing a quantity of ammunition was fined \$200, with two months' hard labour in default, by Mr. R. E. Lindsell yesterday.

Mr. Henry Keawick, formerly a most enthusiastic Shanghai Volunteer and one time Adjutant and Civil Commandant of the Corps, telegraphed to Col. W. F. L. Gordon last week: "O.C. Volunteers Shanghai. Greetings and best of luck to you and all ranks."

NAVAL OFFICER'S DEATH. FUNERAL TO-DAY.

We are informed by the Commodore's Naval Secretary that the funeral of the late Lieut. Comdr. A. C. Newbold, who died suddenly on Sunday, at the Naval Hospital, will take place this afternoon at 5 o'clock.

The deceased officer and Mrs. Newbold only arrived in the Colony a few weeks ago, being passengers on the s.s. *Kaiser-i-Hind*. A few days ago he was taken ill with cerebro spinal meningitis and passed away very suddenly on Sunday. Deceased, on arrival in Hongkong, was drafted to H.M.S. *Ambrose* and submarine L5 to carry out the duties of senior submarine officer.

Mrs. Newbold is a daughter of Sir Francis Voles.

CANTON CITIZENS AND THEIR TAXES.

[FROM OUR CHINESE CORRESPONDENT.]

Since the seizure by Dr. Sun Yat Sen on August 11th last of a consignment of arms and ammunition for the import of which the Canton Merchants Volunteer Corps obtained all legal permits, the citizens of Canton have been refusing to pay their regular taxes, a factor leading to the recent flight of Dr. Sun and his confession of guilt in the maladministration of the province during the last 18 months. The committee of Canton gentry, who are meeting in Fatsan, has not yet decided to approve of the resumption of tax payments, notwithstanding the departure of Dr. Sun and his son, Mr. Sun Fo, the retiring Mayor of Canton, as the Kuomintang followers in Canton have not seen fit to withdraw from the city also. Moreover, Governor Liao Chung-hoi, the foremost Bolshevik in South China, is to head the Financial Bureau again in Canton, upon his retirement from the office of Civil Governor in order to be succeeded by Mr. Hu Han-min, another Bolshevik. To calm the populace, Governor Liao has announced that he will not introduce Bolshevism into Canton, and the people will believe that he is not going to do so, as he will not have the chance.

The new scheme of the Kuomintang, it is understood, will be the early proclamation by Governor Hu Han-min of a city election in Canton and the appointment of Kuomintang Party members as election registration commissioners in order to pack the electorate with a majority of labourers now already enrolled in the Kuomintang City Branch. Through the force of an election, the Kuomintang then will be able to continue to rule the city. It is understood that the people of Kwangtung are not without leaders and the recent happenings in Canton and vicinity did not altogether come about by chance.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

CHINA'S NEW CABINET.

PEKING, September 15th.
A mandate issued at four o'clock this morning appoints the following Cabinet: Premier and Interior, W. W. Yen. Foreign, Wellington Koo. Finance, Wang Keh-ming. War, General Lu Chin. Navy, Admiral Li Ting-hsin. Justice, Chang Kuo-kan. Education, Huang Fu. Agriculture and Commerce, Kao Ling-wei. Communications, Admiral Wu Yu-lin. Huang Fu was formerly Foreign Minister, whilst Kao Ling-wei was formerly Premier.

THE NEW BRITISH COMMANDER-IN-CHIEF.

LONDON, September 15th.
Vice-Admiral Sir Allan Everett, who is to succeed Admiral Sir A. Leveson, as Commander-in-Chief of the China Station, will have as his Secretary on H.M.S. *Warwick* Paymaster-Commander Norman Roy. The new Flag Captain will be Capt. W. J. C. Lake.

CABLES.

LATEST CABLES.
(THROUGH REUTER'S AGENCY.)
MOVING SCENE AT WHITEHALL.
HONOURING THE DEAD.

LONDON, September 15th.
There was a moving scene in Whitehall yesterday morning when eighty ex-Serviers, representing nine Allied countries and delegates to the Fidae-Federation Interallied des Anciens Combattants Congress, which is meeting in London for the first time, placed a floral crown at the base of the Cenotaph, a large crowd standing bare-headed for two minutes during the ceremony. Subsequently the Congress sent a message of homage to H.M. the King, expressing sincere appreciation of His Majesty's devotion to the cause of peace. Major, Isidore Salmon welcomed the delegates on behalf of the London County Council. Mr. T. F. Lister, Chairman of the British Legion, read messages from Canada, South Africa, Rhodesia, India, Burma and Malaya, wishing success to the Congress. M. Bertrand, President, speaking on behalf of the French, stressed the point that their task was to protect victims of the war and to promote peace.

THE HINDU-MOSLEM DISTURBANCES.
PROMPT ACTION BY AUTHORITIES PREVENTS MASSACRE.

SIMLA, September 15th.
A General Staff communiqué, detailing the part taken by troops in suppressing the Hindu-Moslem disturbances at Kohat, refers to the seriousness of the outbreak. It mentions that troops were withdrawn on the evening of the 8th inst., after the first incendiary fire was controlled, but armed tribesmen from Independent Territory, attracted by the prospect of looting, entered the city late the same night and started a fresh fire which took the whole of the 10th inst. to extinguish, three companies of infantry, two troops of cavalry being employed, eventually restoring order on the 11th inst. The *Daily Telegraph's* Calcutta correspondent describes the outbreak as one of the worst recent tragic records of Hindu-Moslem animosity. Only the promptness of the Authorities in calling out troops prevented a massacre of the Hindu minority. His message concludes: "Flames of Hindu-Moslem animosity, already widespread in India, are now spreading over the frontier, threatening a conflagration the extent whereof one fears to visualise."

PRINCESS KILLED.
FATAL FALL FROM A CLIFF.

KINGS-MOUNT, September 15th.
Princess Ladislas Radziwill, formerly Miss Helen Simpson of Chicago, has been killed by falling over a hundred feet cliff when searching for a valuable ring which she had lost. The edge of the cliff collapsed. The late Princess married Prince Radziwill at his death bed in London in January, 1921.

THE WORLD'S SPORT.
INTERNATIONAL POLO.

BRITISH TEAM FOR SECOND MATCH.
New York, September 15th.
The Captain of British Polo team (Lacey) announces that the team for the second polo match on Tuesday will be Col. Melville, Majors Atkinson, Hurdall and Lacey. Melville replacing Kirkwood, while Atkinson and Hurdall have changed places. If Stevenson is unable to play Strawbridge will substitute.

EARLIER CABLES.
GERMAN WAR GUILT.
FITNESS TO ENTER LEAGUE.

BERLIN, September 14th.
Herr Stresemann denies that he is responsible for the statement as regards Germany's condition for entering the League of Nations, as cabled yesterday. He declares that he has been misquoted. His view is that Germany's entry must not be made conditional on recognition of her alleged responsibility for the war. The present Government holds the same views in the matter as its predecessors.

TROUBLE IN MOROCCO.
REDUCTION IN POSITIONS.

PARIS, September 14th.
A message from Madrid states that the situation in the western zone in Morocco shows an improvement. The road between Ceuta and Tetuan has been cleared of rebels. The military Directory does not intend to abandon Spain's rights in Morocco, but proposes merely to reduce the number of positions held.

WAR IN NORTH CHINA.

LATEST NEWS.

(THROUGH REUTER'S AGENCY.)

TIENSIN, September 15th.
Wu Pei Fu's troops continue to move from Paotingfu towards Shanhaikwan. They are fully equipped with artillery and aeroplanes, while a Tientsin firm has received instructions to manufacture gas masks. It is reliably reported that the railway has been cut on the Manchuria side of the Great Wall so as to prevent invasion by Chihlis. All foreigners returning from Peitaiho believe that hostilities will commence at any moment. Mukden reports of firing at Shanhaikwan are untrue.

VICTORY FOR CHANG.

SHANGHAI, September 14th.

A Lu communiqué says that a telegram has been received from Mukden stating that Chang Tso Lin's forces have captured Chaoyangfu, in Chihli.

NO CHANGE IN A WEEK.

September 15th.

News from an independent source shows that on the Huangtu front of the East sector, hostilities were resumed yesterday with the result that the Chekiang troops advanced several li. Later they had to fall back to their original position. The troops are most precisely in the same positions as they were a week ago.

LEAGUE INTERVENTION SUGGESTED.

LONDON, September 15th.

The *Daily Telegraph*, referring to the reported arming of conflicting Chinese forces by different Powers with political motives and with commercial considerations, urges that the League of Nations should immediately attend to the matter and endeavour to seek a termination of these abuses by requesting all Governments to veto the sale of armaments to China just now.

[BY COURTESY OF THE "DAILY BULLETIN"]

WU PEI FU'S REMARKABLE TELEGRAM.

SHANGHAI, September 15th.

Wu Pei Fu has sent a remarkable telegram to Chi Hsieh Yuan, in which he urges him to avoid the customary war barbarities and to spare women and children.

Wu Pei Fu points out the necessity for the soldiers to keep their good reputation. He says that both Kiangsu and Chekiang produce a high type of manhood. They are rich provinces, with peace lovers and where the Chinese civilisation was born. The soldiers should not cause the people more suffering than can possibly be helped. "Because of the recent outrages, I send these words, and pray you to pay attention to these things."

CHINESE PROFITTEERING.

SHANGHAI, September 15th.

Profiteering by the Chinese hotels and innkeepers has become common since the influx of refugees, and they are charging double and treble the rates prevailing before the war. Rooms which usually cost \$1 a day without food are now \$2.50, and rooms formerly costing 70 cents are now \$1.50 to \$2.

The inns, which charged 85 cents, including food, are now charging \$1.50 to \$2.50.

At one hotel, rooms, costing \$1.20 are now \$3.20. Students who are not living in dormitories are in grave distress, and they have been asked to vacate their rooms in the hotels for the accommodation of profitable refugees, who are referred to by the hotel-keepers as "relatives from the country."

THE SAFETY MIRROR.

The tramway authorities have instituted a competition amongst their employees for the best means for preventing accidents. The brightest idea put forward is that a mirror should be placed in such a position at the exit that it will "naturally" attract the eyes of ladies, who will thus face in the right direction when stepping off the cars.

THE CHINA WAR.

THE SCHEME OF WARFARE.

The general type of warfare on the Shanghai battle front, says the *N.Y. Daily News*, is not according to the conception of those who fought in the Great War, where heavily entrenched forces, kept in communication with the rear by connecting trenches, could remain uncalculated and protected from enemy fire, though the aeroplane was a disaster to be feared. In China, at least on the Huangtu sector, trenches are avoided, the natural condition of the ground affording concealment as long as needed by the soldiers. Guerilla warfare, as outlined by Wellington in the Spanish wars, is the general type of combat, though the three-inch guns and mountain batteries add a modern touch. Skirmishing parties are avoided and infantry charges are made for certain objectives, when determined action is decided upon—at other times the men are idle.

People might suppose that these armies are facing each other, as the Allies faced the Hindenburg line, with continuous protection over the whole front. Were such the case, neither of the armies would have enough men to cover their front, and food for such an army could not be supplied by a single-track railroad or by the population near by or from supplies at the bases. The field action, at Huangtu and Liuhio, is certainly heavily manned and soldiers are ready in reserve but over the whole line, even from the railway to the river, such a mass could not be maintained. Outposts and communications with the rear are kept to prevent surprises and attempts to break through; and roving parties keep well out to forestall any such move, which with the slow movement of the armies, where there are no roads and no motors for quick transit, can be easily met. So regiment meets regiment and flanking movements are difficult to execute because cavalry is lacking—frontal attacks at the direct objective are the usual programme.

It was rumoured last week that the Chekiang troops defending Shanghai were running short of ammunition. Extra precautions have been taken by the naval and Volunteer authorities to cope with any emergency in the event of a falling back of the Chekiang forces.

TROOPS COMING DOWN THE YANGTZE.

Movement of large bodies of Hupeh troops from several up-river ports into Nanking for transfer to the fighting front is reported by a correspondent who was arrived in Shanghai from there. The arrival of 3,000 well-trained and fully equipped infantry on board the C.M.S. *Kiangshu* has already been published and further units are reported to be loading at Hwangchow and other ports. This contributor also quotes the report, insisted upon in Nanking that Feng Yushiang is on his way from Peking with his famous "Ironsides" 8,000 strong and that he has instructions to make short work of the Chekiang resistance.

The fact that the reinforcements are said to be sent unsolicited, however, injects another element into the political background of the struggle, remarks the *N.Y. Daily News*. It not only means that Wu Pei-fu is himself taking command of the Kiangsu action, but it means that in the event of victory there will be new rewards to be dispensed. It is clear that some of the local leaders are uncertain whether to welcome the prospective immediate victory or to regret the equally certain prospect of new contenders for the honours and the spoils.

From Hankow to Chinkiang, the river, which has been quiet since the first great movement of troops, now presents a lively scene. Hwangchow, Wusueh, Pukow, Yangchow are again disgorging troops, this time from the northern provinces. Local residents in Chinkiang and Yangchow have taken fresh alarm and many prominent families have fled to Shanghai. The river steamers are crowded to their utmost. First class passengers are glad to obtain deck bed accommodation.

A LEVY ON YANGCHOW.

Practically all the native banks in Chinkiang and Yangchow are now closed and business is at a standstill. Both cities are heavily garrisoned and under strict martial law. At Yangchow, the commander of the garrison has demanded of the Chamber of Commerce the payment of \$150,000 before the 15th for the support of the local soldiery. Business men declare that they cannot possibly raise so large a sum after the levies already made upon them. Theatres and places of amusement have closed and even the tea houses, for which both cities are famous are almost deserted.

The motor launch which plies between the two cities has been commandeered, but a tramp launch has taken its place and the motor line to Yangchow is still operating. Attempts to seize the motor buses, according to Mr. J. C. Taylor, the manager in charge, have repeatedly been made during the last two weeks but have been frustrated. Mr. Taylor, who is a British subject, threatens to place every car in the service under lock and key and himself to stand guard if any further attempt to molest the line is made.

The railway is still open to Soochow, and with the new influx of troops is likely to be kept open without difficulty.

Mr. Rodney Gilbert, writing to the *N.Y. Daily News* from Nanking September 10th says: "In official circles here all news has to do with Chihli advances and victories. Foreign observers returning from the front do not discredit the local reports but say that advances are trifling and that victories are not spectacular. An American army officer said this morning that no army could possibly register either a pronounced victory or a pronounced defeat in such country as is now being fought over. If there were no enemy at all, the Kiangsu troops would simply be wading dismally through 'rice paddies' in their present speed. Heavy fighting is, however, reported from the Anting district (next station west of Huangtu on S. N. Ry.—Ed.) where the Kiangsu troops are said to be forging steadily ahead in spite of water and mosquitoes."

NO CAUSE FOR FEAR IN SHANGHAI.

The Council for the Foreign Settlement has issued the following communiqué:—"Contrary to various alarmist rumours, there is nothing in the existing situation to give cause for apprehension or alarm so far as the Foreign Settlement is concerned. At the same time measures have been taken to place the Foreign Settlement in an adequate state of defence and to safeguard the lives and property of its residents, and numerous warships of the various Foreign Powers are assembled in the harbour for further protection should the necessity arise."

RED CROSS HOSPITAL WORK AT SHANGHAI.

The British Women's Association at Shanghai has issued an appeal for more workers and funds wherewith to carry on auxiliary hospital work. Mrs. Gull, the Chairman of the Association, writes:—

The work turned out by this Department goes, as a rule, to British Mission hospitals in the interior, but for the time being it has been arranged to forward it to the Chinese Red Cross Hospital in Avenue Haig. It is here, I am informed, that all the most seriously wounded soldiers are sent in the first instance—for operations when possible—after which, unless they succumb in the meantime, they are drafted to other hospitals. Doctors New and Tong, assisted by four well-known American doctors, Dr. Martha N. Hoehing and others, are in charge here, and I was told that hospital dressings of any description would be exceedingly acceptable, bed jackets (the ordinary short white coat, fastening down the middle, as worn by coolies); many-tail bandages (both large and small size); roller bandages; absorbent pads, and swabs are—in the order in which I have given them—most needed. The actual hospital, including the new wards only completed a few weeks ago, is full-up; and in addition a large makeshift has been erected in the grounds. The unfortunate men, who have been drafted into the last-named, are lying on the ground, the supply of beds being inadequate. Arrangements are, however, I understand, being made to cope with this aspect of the situation. The need for coats, as I have indicated above, is really acute. It does not require much

imagination to realize the condition of those wounded soldiers when they are picked up by the stretchers-bearers from the ground, in weather conditions such as we have at present. From a Chinese source I learn that the military authorities are not particularly concerned with the comfort of their men once they have fallen. Indeed, it said that their responsibility abruptly terminates when a soldier is wounded. The man may, or may not, be dragged out of the firing line; but then he is left to chance or to the Red Cross; no rations are provided for him, his pay ceases, no communication is made to his relatives, and if he dies, no coffin is provided. The Chinese Red Cross is doing its utmost, but on this unprecedentedly large scale of warfare in China, there are inevitably terrible delays in rescuing and treating the wounded."

EACH TOWN HAS ITS PRICE.

In one of his letters from Nanking to the *N.Y. Daily News*, Mr. Rodney Gilbert writes:—

The troops under Marshal Chi on the eastern line have been stimulated to great efforts and to an utter disregard of danger and hardship by offers of cash prizes. Each town has its price. One hundred thousand dollars was offered for the taking of Huangtu. The Lungshun arsenal is said to have a similar price upon it, and the unit which takes Huangchow will be paid a million, while the commander on the western line who is responsible for the taking of the Chekiang capital will almost certainly be Tschun of the province. It is already assumed here that Chen Tiao Yuan will win the war and be Governor of Chekiang. General Bei Pai-shan is also a candidate, however, and both commanders in the Hing territory are undoubtedly spurred on now by the hope of winning high office."

CHRISTIAN GENERAL NOT COMING.

In the general conduct of the campaign the Chihli leaders have had two serious disappointments. It was hoped that Feng Yushiang's two mixed brigades would be behind the lines at Huangtu on the tenth or eleventh day of fighting and could be used in a grand drive against the exhausted Chekiang troops which would end the war in a day. It now transpires that Chang Tso-lin's threats have been taken seriously in Peking and that the promised brigades are going to be held on the Peking-Mukden line. As things now stand the Chekiang forces are all on the line so there are no reserves and there is no rest for the fighters. The Chihli army has sufficient reserves to permit of a system of relay fighting and while the men are badly worn out by the incessant struggle with mud and water they are fresher than the Chekiang folk and it was hoped that with 12,000 newcomers from Peking it would be possible to stage an overwhelming assault. It would seem now that without reinforcements the Chihli army will simply settle down to an endurance test.

A FUKIEN DISAPPOINTMENT.

Sun Chuan-fang's failure to give any material assistance has also been a disappointment. He has been asking for the Chekiang appointment for a long while and it was fully intended that he should have the post, but of course on condition that he came in from the South with a large army and took it. Many apologies are being made for him here in official interviews; and inspired reports state that Sun is actually moving, but has been delayed by bad roads, bad weather and what not. The truth, however, is confidentially whispered about. Sun has not left Yenjing and will not leave. He refused to give any material assistance and the idea of appointing him Tschun of Chekiang is abandoned.

On the whole the situation is still decidedly favourable to Marshal Chi and little doubt is entertained here of eventual victory, but without further reinforcements the armies on the eastern section of the line cannot be expected to make as short work of it as was originally planned.

As to whether the Government would think it desirable to interfere with the operation of supply and demand, I would say certainly with all my heart, if I only knew how to do it.—*Mr. Sydney Webb.*

MR. THOMAS AND UNITY.

REPLY TO LABOUR CRITICS.

SOUTH AFRICAN VISIT.

The Right Hon. J. H. Thomas, M.P., the Colonial Secretary, who, together with representatives of the Parliaments of Britain, Canada, Australia, and New Zealand, will visit South Africa in September, was the guest of the South African Luncheon Club at lunch at the Hotel Victoria on July 29th. Sir Edgar Walton, High Commissioner for South Africa, presided.

Sir Edgar Walton, proposing "Our Guest," congratulated Mr. Thomas on his forthcoming visit to South Africa, and remarked that the greatest danger we had to face was that of growing apart.

Mr. Thomas in the course of his reply declared that a miserable narrow party spirit was the real weakness to-day. He proceeded: "So far as I am concerned I make no apology for being a Labour man. I make no apology for subscribing to a Labour programme. I incidentally say to you that when you go to bed at night, whatever you have said publicly at your political gatherings, I say there is one prayer you all utter—it is especially uttered by Liberal and Tory friends—and it is this: 'Thank God these people are in power, and may we be forgiven for saying anything that will turn them out.' (Laughter.) In the industrial affairs of this country, there are differences of opinion, there is room for difference of opinion, but believe me, we are never going to have the only thing that really matters until we get rid of that class feeling and class prejudice, and try to establish confidence in each other. (Cheers.) I am never envious of those who have been born in better circumstances than I. I am never envious of those to whom birth and position gave a better chance in life than I had, but I intend to make merely a question of birth and poverty, no barrier to brains being used and utilised for the benefit of the community as a whole. (Cheers.) There is no such thing as equality, but there ought to be such a thing as equality of opportunity. That is why I am availing myself of the opportunity of visiting South Africa. I go to South Africa to learn. I go because I believe that I will be better for my visit and South Africa no worse."

IMPERIAL AFFAIRS.

DOMINIONS' POSITION.

Dominion representation in the discussion of affairs affecting the Empire as a whole was the subject-matter of a brief debate in the House of Commons on July 20th. The matter became acute during the present Inter-Allied Conference, and the temporary method of surmounting the difficulty has not been entirely successful. Mr. Thomas, the Colonial Secretary, frankly confessed this and said the Government were determined to alter the system. For the purpose of coming to a common understanding of the Dominions have been invited to a conference which it is hoped, to hold in October. Mr. Lloyd George pointed out that the question is one of supreme importance to Empire unity. The war has opened up a new chapter in Imperial relations. After the sacrifices of the Dominions it is impossible to imagine that they are not to be consulted in the foreign policy which commits them. Mr. Lloyd George urged that we ought to do everything to make all classes and all races realise that the Empire is just as much theirs as ours, and that the old policy of deciding in Downing Street is gone for ever.

The subject has been giving the Government grave concern. As Mr. Thomas said, the fact that the Canadian Premier could openly discuss three alternatives, one of them separation, was disturbing. The principle of an effective arrangement for continuous consultation in important matters of common Imperial concern is frankly accepted by the Government, and it is hoped to find a practicable method to give effect to it at the forthcoming conference.

PENSIONS EXPENDITURE.

FORTY MILLIONS LESS THAN IN 1920-21.

A drop of forty millions in pensions expenditure since the "peak" year of 1920-21 is mentioned in the third report of the Select Committee on Pensions, dealing with the Ministry of Pensions, which was issued on August 7th as a White Paper. The report shows that the estimates for the current year, 1921-22, amount to £98,047,150. This compares with an estimate of £73,635,246 for 1923-24, and with a net expenditure of £106,338,500 for the year 1920-21, when the peak was reached. The main causes for the decline from the highest point, apart from the deaths of pensioners, are the recoveries of pensioners under medical treatment, the re-marriage of widows, and the growing up of the children.

But the Ministry claim credit, and, in the opinion of the committee, justifiably, for progressive reductions in expenditure wherever these have been possible without interfering with the interest of the pensioner. The capital value of present war pensions liabilities is estimated at about £600,000,000 as compared with about £1,400,000,000 in 1921. The present staff of the Ministry is just over 18,000, as compared with 22,045 in 1920-21, and the cost of staff has been reduced to £2,337,000 as compared with £4,252,189 for the peak year. The percentage cost of administrative expenditure, according to the report, is about 4.53 per cent., as compared with 5.9 per cent. for the peak year 1920-21. This diminution in the percentage of administrative costs, attained without impairing the efficiency of the medical or non-medical services of the Ministry, is, in the judgment of the committee, highly creditable to the organisation of the Department, and they are granted to learn that they may expect further economies in the near future.

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THE NEW FRENCH REMEDY
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3
Sole Agents: THE HONGKONG DAILY PRESS, 11, QUEEN'S ROAD CENTRAL, HONG KONG.

SHIPPING.

PASSENGERS.

ARRIVALS.

Per s.s. *Hai Foong*, on September 15th:—Mr. A. G. Sumad and Mr. E. Powell.
Per Dollar Line's s.s. *President Harrison*:—From New York via ports, on Sept. 15th:—Mr. B. R. Bates, Mrs. F. J. Reynolds, Rev. and Mrs. H. E. Wylie, Mr. Alfred Akroyd, Mr. and Mrs. Wm. E. Anderson, Mr. H. H. Harrison, Mrs. Alfred Akroyd, Miss H. Akroyd, Mrs. D. E. Littman, Mr. Rbt. Bryant, Mr. A. Luz, Mrs. S. Sonkin, Master K. Sonkin, Mr. and Mrs. Erizinger, Miss K. Canfield, Mrs. E. McAlpine, Comdr. G. Holins, Miss G. Holins, Miss Margaret Gordon, Miss H. Seamen, Miss M. Piper, Mrs. H. Zarbuba, Master Austin Zarbuba, Miss M. Hall, Dr. and Mrs. E. Gill.

Per Admiral Oriental liner *President McKinley*, on September 14th, from U.S.A., Japan and Shanghai:—Dr. P. J. S. Cramer, Mr. Lee Chong, Mr. G. B. Caballero, Mr. Lee Ting Kwen, Mrs. S. H. Joseph, Mr. Leung Dok Sun, Mr. Leung Fui Shan, Mr. Leung Wo Chan, Mr. S. C. Lung, Mr. W. Y. Lung, Mrs. E. Nathan, Mr. Ning Kue Chang, Mr. A. W. Pun, Mr. S. H. Taiang, Mr. Tse Yung Chu, Mr. Tse Chen Tsu, Mr. R. G. Xavier, Mr. and Mrs. F. C. Buckholtz and son, Mr. Ira L. Bronson, Mr. J. F. Burt, Mr. E. B. Clary, Mr. and Mrs. Henry De Vries, Miss P. Gacer, Mrs. L. Hartigan and two children, Mr. Hon Hau, Mr. R. Renton Hind, Dean Maximo M. Kalaw, Dr. William Spink and Mr. Te Wu Shong.

Per R.M.S. *Empress of Russia*, on September 15th:—For Hongkong: Mr. and Mrs. W. H. Austin, Mr. E. A. Barbour, Mr. and Mrs. C. B. Chua, Mr. B. Chua, Mrs. H. H. Gompertz, Mr. and Mrs. J. G. B. Perkins and three children, Mr. and Mrs. O. J. Ellis, Mr. D. Ellis, Master I. Ellis, Mr. L. E. N. Ryan, Mr. and Mrs. K. Shibahara, Mr. J. Anderson, Mr. C. Atkinson, Mr. R. C. W. Behrend, Capt. and Mrs. Chesire, Mr. and Mrs. B. M. da Cunha, Mr. Cunha, Mr. Chan Chi Lan, Miss Delle Chan, Miss P. T. Yung, Mr. R. Ellis, Mr. J. Cloutier, Mr. C. Therese, Mr. S. Kapp, Mr. B. Kauff, Mr. C. FeGuire, Mrs. Faung Wong See, Lieut. Comdr. C. C. Fleming, Mrs. A. Fitz-Henry, Lady Ho Tung, Miss Ho Tung, Mr. Ho Fook, Miss Ho Yuen Man, Master Ho Hung To, Miss F. Ho, Mr. A. Gutierrez, Mr. E. L. Judd, Mr. and Mrs. Kwok, Miss Kwok, Mr. and Mrs. Y. T. Li, Rev. and Mrs. J. K. Macdonald, Mr. and Mrs. Miss Mok Kam Sang, Mrs. Chan, Miss J. Nicholson, Capt. R. A. Neville, Mr. U. M. Omar, Mr. J. J. Palmer, Mr. Pintos, Mr. G. Piper, Miss E. Vlahinis, Mr. and Mrs. P. K. Shan, Mr. J. H. Shum, Mr. and Mrs. W. Smith, Mrs. H. H. Taylor, Mr. P. Watkinson, Mr. W. Watkinson, Mr. and Mrs. W. Wetherpoon, Mr. S. T. Wong, Mr. Wong, Mr. M. Y. Wong, Mr. Yeung Yau, Mr. W. C. Leung, Mr. and Mrs. Henry Au, Mr. and Mrs. E. Bullock and two children, Mrs. O. H. Coulter, Mr. Chang You, Mr. S. D. Caruthers, Miss F. Cowan, Mr. and Mrs. Chu Yen and three children, Mr. and Mrs. E. E. Carman and son, Miss M. Grobb, Miss M. Jones, Miss R. Meyer, Mr. L. O. Martin, Mr. J. R. Davis, Mr. and Mrs. J. E. Purdue, Miss E. Sawyer, Mr. S. F. Sun, Rev. and Mrs. E. Sknes, Mr. G. E. Sibley, Mr. T. W. Chu, Mr. and Mrs. W. R. Williamson, Mr. C. W. Leung, Mrs. Yip Sang, Mrs. Yip Kew Park, Mr. and Mrs. A. Brown, Miss M. Leister, Miss S. Loi, Mr. and Mrs. E. H. Carr, Mr. Y. T. Chan, Mr. K. M. Fittler, Mr. A. Gourey, Mrs. I. L. Hea, Mr. T. Katsuhira, Mr. and Mrs. Liang, Mr. and Mrs. G. C. Liang, Mr. Y. C. Liang, Mr. T. H. Lam, Miss Y. C. Liang, Mr. L. L. Loper, Mr. B. D. Lukmanoff, Miss L. G. May, Mr. E. Neiman, Miss I. Norton, Mr. W. H. Sling, Mr. K. C. Tsang, Mr. I. Tajima, Mrs. and Miss Tong, Mrs. Wong Chun Wa, Mr. and Mrs. K. T. Wong, Miss Wong, Mr. C. K. Yu, Mrs. Kitting Yu, Mr. F. T. Yuen, Mrs. Chu Shee, in transit to Manila: Mr. and Mrs. G. E. Brewster, Mr. S. F. Gaches, Mr. K. Murchison, Mr. G. H. Nason, Mr. J. S. Reis, Mr. M. Watt, Mr. V. C. Beaubien, Mr. C. B. Carryer, Mr. A. Gopuco, Mr. and Mrs. C. Henriques, Mr. F. F. Foll, Mrs. C. Smith, Mr. A. Erion, Mr. H. C. Lyman, Mrs. W. D. Lyman, Mrs. F. O. Usber, and two children, Mrs. E. Yovanovish and son, Mrs. A. Milkova, Mr. and Mrs. Y. Kishize, Mrs. Hiraga, Mr. and Mrs. T. M. Casey, Mrs. I. Collins, Mrs. L. Y. Hartman, Mrs. W. W. Eshelman and child, Mrs. J. J. Jobe, Mrs. F. C. McCleary, Mrs. C. P. Sison, Mrs. G. B. Whitehead, Mrs. W. J. Pennell and child.

DEPARTURES.

Per M.M. s.s. *Amboise*, on September 15th:—Mr. Siesel, Mr. R. Cremeux, Mr. Strok, Mr. A. Munz, Mr. A. Mallett, Mr. Dolbeau, Mr. L. Savitsky, Rev. Fa. Peschel.

Per M.M. s.s. *Paul Lecoq*, on September 14th:—Mr. N. G. Weaver, Mr. Bolton, Mr. J. Ross Smith, Miss G. Collette, Mr. Mevel, Mr. T. Bitterman, Rev. Fa. J. van Hunchen, Mr. L. Perrot, Mr. J. Le Sann, Mr. L. Lhote, Mr. J. Caire.

Per Admiral Oriental liner *President McKinley*, on September 15th:—Mr. E. P. Lipscomb, Mr. Jose Ferrer, Mr. Agn. E. Khan, Mr. A. W. Anderson, Mr. J. S. Reis, Mr. S. F. Caches, Mr. and Mrs. F. C. Buckholtz and son, Mr. Ira L. Bronson, Mr. J. F. Burt, Mr. Edmund B. Clary, Mr. and Mrs. H. de Vries, Miss P. Gacer, Mrs. L. Hartigan, Miss F. L. Hartigan, Master, T. L. Hartigan, Mr. Hon Hau, Mr. R. Renton Hind, Dean M. M. Kalaw, Dr. William Spink, Mr. W. Shong Tee.

Per Dollar Line's s.s. *President Harrison*, for New York via Manila, Straits, Colombo, Suez and Marseilles, on Sept. 16th:—Mr. R. E. Lee, Mr. G. H. Mitchell, Mr. W. Martin, Mr. John B. Martin, Mr. W. L. Kester, Miss I. Van Muller, Miss E. D. Marble, Mr. W. A. Muller, Mr. B. R. Bates, Mrs. F. J. Reynolds, Rev. and Mrs. H. E. Wylie.
(Continued on next column.)

RICKMERS LINE.

NOTICE TO CONSIGNEES.

FROM HAMBURG AND ANTWERP.

THE Steamship "ANNA KAYSER" having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense. Optional Goods will be carried on unless Instructions are given to the contrary before Noon, To-day. All locked, chained and damaged Goods are to be left in the Godowns, where they will be examined on 20th instant, at 10 a.m. All Claims must be presented within fifteen days of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd instant, will be subject to Rent. Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned. No Fire Insurance has been effected. Bills of Lading will be countersigned by N. Y. CARL BODIKER & CO.'S HANDELSMAATSCHAPPIJ (LTD.), Agents: Rickmers Linie, Hongkong, 13th September, 1924. [1249]

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SAILINGS SUBJECT TO ALTERATION.			
SHANGHAI via SWATOW	"YUSANG"	Tuesday, 16th Sept.	10 a.m.
TSINGTAU via SWATOW & SHANGHAI	"TAKSANG"	Wednesday, 17th Sept.	10 a.m.
TSIENTSIN	"CHIESHING"	Wednesday, 17th Sept.	Noon
SHANGHAI via SWATOW	"LOKSANG"	Friday, 19th Sept.	10 a.m.
MANILA via AMOY	"YUENSANG"	Saturday, 20th Sept.	11 a.m.
Kobe via AMOY, SHANGHAI & MANILA	"HOSANG"	Sunday, 21st Sept.	7 a.m.
HAIPHONG via HOIHOW	"MINGSANG"	Sunday, 21st Sept.	7 a.m.
SHANGHAI via SWATOW	"TINGSANG"	Sunday, 21st Sept.	10 a.m.
BANGKOK via SWATOW	"YATSHING"	Sunday, 21st Sept.	5 p.m.
TSINGTAU via SWATOW	"WAISHING"	Wednesday, 24th Sept.	10 a.m.
SHANGHAI	"NAMSANG"	Wednesday, 24th Sept.	3 p.m.
STRAITS & CALCUTTA	"FOOKSANG"	Saturday, 27th Sept.	3 p.m.
SANDAKAN	"HINSANG"	Wednesday, 1st Oct.	1 p.m.

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Wireless and carry a fully-qualified Surgeon.

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BORNEO LINE.—Fortnightly sailings to and from Sandakan by two 5,000-ton steamers, s.s. "HINSANG" and s.s. "MAUSANG," both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Lubuan, Tawau and Lahad Datu.

TSIENTSIN LINE.—A regular service is run from March to November between Hongkong and Tsientsin, occasionally calling at Weihaiwei and Chafoo.

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s.s. "NAMSANG" will be despatched on or about Wednesday, 24th Sept., 3 p.m., for SINGAPORE, PENANG & CALCUTTA.

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"GLENSANDA"	30th Sept.	"GLENIFFER"	28th Sept.
"GLENSHANE"	7th Oct.	London, Rotterdam & Hamburg.	
"GLENGAREY"	16th Oct.	"GLENOGLE"	24th Oct.
"GLENNAP"	30th Oct.	London, Rotterdam & Hamburg.	

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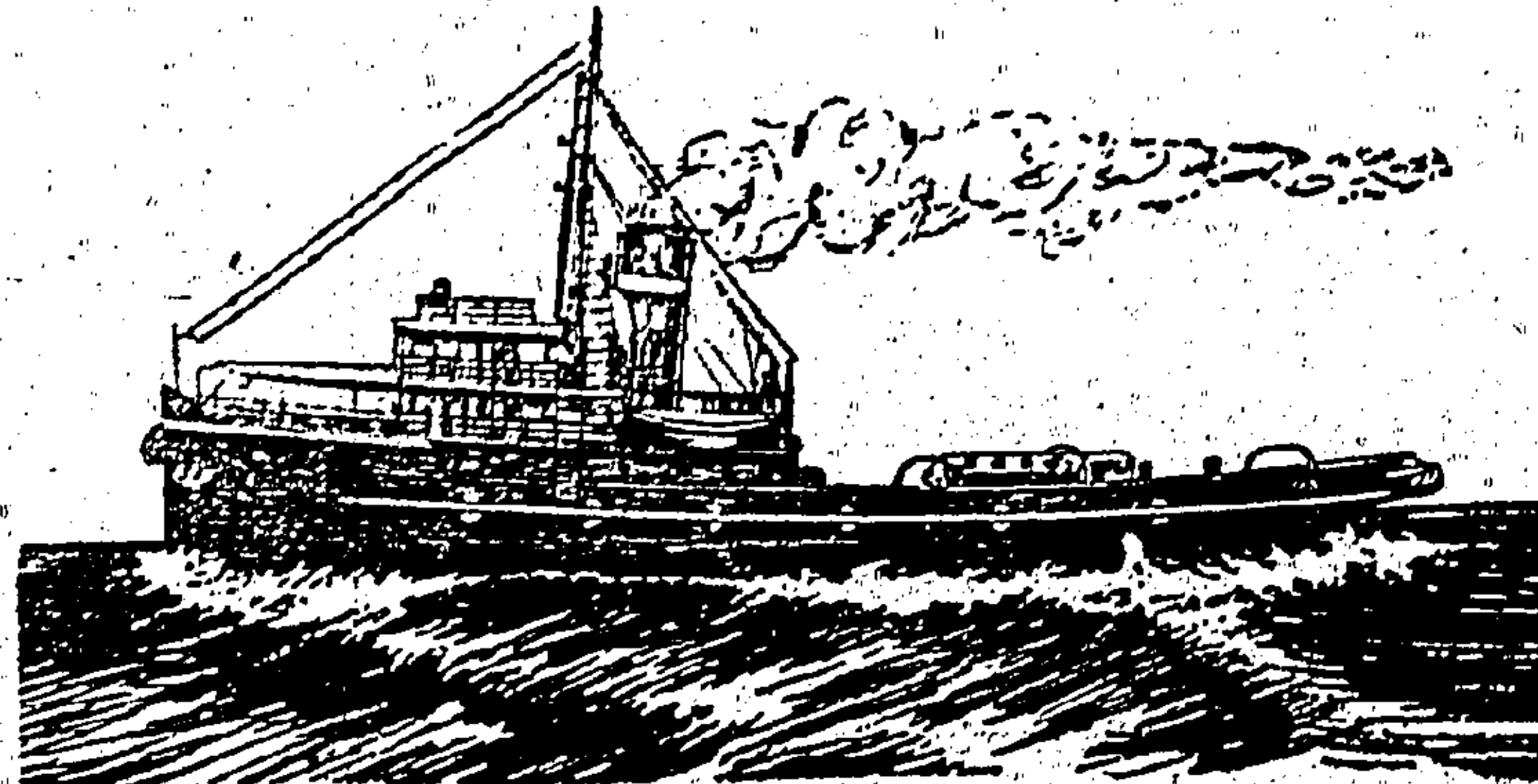
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SHIPPING NEWS

ARRIVALS.

September 14th.
Amherst, Portuguese str., 241 tons, Capt. A. Fernandes, from Hoihow, with a general cargo, lying at buoy No. C41.
 On Fat S.S. Co.

Ceylon Maru, Japanese str., 4,000 tons, Capt. T. Yamamoto, from Calcutta via Singapore, the latter port she left on September 9th, with a general cargo, lying at Kowloon wharf.—N.Y.K.

Hermelin, Norwegian str., 1,164 tons, Capt. T. Davidson, from Bangkok, with a general cargo, lying at Stonecutters—Thorsen & Co.

Limchow, French str., 1,410 tons, Capt. Y. Prats, from Pakhoi, with a general cargo, lying at buoy No. C43.—Sing Kee.

President McKinley, American str., 14,127 tons, Capt. A. O. Lustig, from Seattle, which port she left on Aug. 24th, with a general cargo, lying at Kowloon wharf.—Admiral Oriental Line.

September 15th.
Altai Maru, Japanese str., 4,540 tons, Capt. H. Miyano, from Moji, which port she left on September 10th, with a general cargo, lying at buoy No. A50.—O.S.K.

Amoy, French str., 4,216 tons, Capt. Schwall, from Marseilles and Saigon, the latter port she left on September 11th, with a general cargo, lying at buoy No. A5.—M.M.

Amur Maru, Japanese str., 4,523 tons, Capt. M. Sekio, from Singapore, which port she left on September 9th, with a general cargo, lying at buoy No. A3.—O.S.K.

Chukura Maru, Japanese str., 1,297 tons, Capt. S. Furukawa, from Haiphong and Hoihow, with a general cargo, lying at Stonecutters.—Y.K.K.

Empress of Russia, British str., 7,750 tons, Capt. A. J. Hosken, from Vancouver, Japan, and Shanghai, with a general cargo, lying at Kowloon wharf.—C.P.N.

Glenfallach, British str., 1,434 tons, Capt. W. Clarke, from Singapore, with a general cargo, lying at buoy No. A31.—Sing See Hong.

Hui Fong, British str., 1,140 tons, Capt. W. S. Turnbull, from Foochow, Swatow, and Amoy, with a general cargo, lying at Douglas wharf.—Douglas, Laprak S.S. Co.

Kojan Maru, Japanese str., 1,306 tons, Capt. N. Ishiguro, from Dairen, with a general cargo, lying at buoy No. A15.—M.B.K.

Kwangtung, Chinese str., 1,556 tons, Capt. W. Phillips, from Shanghai, with a general cargo, lying at C.M.S.N. wharf.—China Merchants S.S. Co.

Pembroke, British str., 7,891 tons, Capt. W. H. Lewis, from Shanghai, which port she left on September 12th, with a general cargo, lying at buoy No. A4.—Jardine, Matheson & Co.

Rosalee, Chinese str., 214 tons, Capt. Fan Mui, from Kwang Chow Wan, with a general cargo, lying at C.M.S.N. wharf.—Tung Woo S.S. Co.

President Harrison, American str., 10,523 tons, Capt. K. A. Ahlin, from New York, with a general cargo, lying at Kowloon wharf.—Dollar S.S. Co.

Strathmore, British str., 2,803 tons, Capt. J. Lambert, from Kwangtung, with a cargo of limestone, lying at Kowloon Bay.—Bank Line.

Sado Maru, Japanese str., 5,595 tons, Capt. K. Horikawa, from Shanghai, which port she left on September 11th with a general cargo, lying at Kowloon wharf.—N.Y.K.

Sinkiang, British str., from Canton, lying at buoy No. B0.

Sungshan Maru, Japanese str., from Canton, lying at Stonecutters.

Sunning, British str., from Canton, lying at buoy No. B12.

Tak Sang, British str., from Canton, lying at buoy No. B7.

Van Overstraten, Dutch str., 2,836 tons, A. P. Fronker, from Singapore, with a general cargo, lying at buoy No. A39.—J.C.J.L.

CLEARANCES.

September 14th.
Heirbo, for Shanghai.
Paul Leoni, for Saigon.
Persus, for Manila.
Tamashima Maru, for Keelung.

September 15th.
Altai Maru, for Singapore.
Amoy, for Shanghai.
Amur Maru, for Nagasaki.
Bistang, for Swatow.

Ceylon Maru, for Moji.
Glenns, for Singapore.
Hop Nam, for Kwang Chow Wan.
Hop Nam, for Swatow.

Kishu Maru, for Takao.
Kowloon, for Canton.
Mojo, for Canton.
Pembroke, for Singapore.

Pembroke, for Hoihow.
President Harrison, for Manila.
President McKinley, for Manila.
Sado Maru, for Singapore.

Sinkiang, for Shanghai.
Sungshan Maru, for Swatow.
Sunning, for Shanghai.
Tak Sang, for Hoihow.

Tak Sang, for Yokohama.
Van Overstraten, for Swatow.

SHIPPING MOVEMENTS.

The s.s. *Antilles* (Blue Funnel), for Genoa, Marseilles, Liverpool and Glasgow, left Shanghai on the 14th inst. for this port, and is expected to arrive here on the 15th. She will be despatch at daylight on the 16th.

The R.M.S. *Empress of Canada*, arrived at Shanghai on September 14th at 1 p.m., left yesterday at noon, and is due at Kobe tomorrow (Wednesday), at 4 p.m.

The P. & O. s.s. *Morru* left Singapore for this port on the 14th inst. at 3 p.m., with the outward English mail, and is due here on the 18th inst., about 8 a.m.

The s.s. *Pangama Maru* (O.S.K. South American Line), arrived at Durban on the 12th inst.

The s.s. *Samatra Maru* (O.S.K. Bombay Line), left Moji for Hongkong on the 14th inst. and is expected to arrive here on the 15th inst.

The s.s. *Scythia* (Blue Funnel), for Pacific ports left Manila on the 14th inst. for this port, and is due here this morning.

VESSELS EXPECTED.

Ajaz (Blue Funnel), due October 9th.
Calcutta (Blue Funnel), due September 27th.

Empress of Australia, due October 1st.
Orates (Blue Funnel), due October 9th.
President Van Buren (Dollar), due Sept. 20th.

Patentius (Blue Funnel), due to-day.
Ruth Kuyser (Rickmers), due to-morrow.

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LOENTO		In port	17th Sept.	BATAVIA
TJIKARANG	SHANGHAI	In port	17th Sept.	BATAVIA
MEBAN	JAVA	18th Sept.		
OMBILIN	JAVA	19th "		
RIJONDARI	JAVA	20th "	20th "	SHANGHAI
TJILIWONG	JAVA	21st "	21st "	AMOI & SHANGHAI
TJISOBOT	SHANGHAI	22nd "	22nd "	AMOI & SHANGHAI
TJILEBOT	JAPAN	23rd "	1st Oct.	BATAVIA
TJIKEMBANG	SHANGHAI	24th "	11th "	JAVA & BATAVIA
TJITABORN	JAPAN	17th "	18th "	BATAVIA

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About 29th September, 1924.

Further Sailings	Expected on or about	Will leave home-ward-bound on or about
M/S. "Java"	27th September	5th November
M/S. "Panama"	18th October	
M/S. "Afrika"	6th November	
M/S. "Malaya"	10th December	
M/S. "Annam"	1st January	
M/S. "Australia"	2nd February	

Subject to change without notice.

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TO

MANILA

5 P.M., WEDNESDAY, SEPTEMBER 17th.

FROM

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TO

VANCOUVER

NOON, THURSDAY, SEPTEMBER 25th.

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O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON, HAMBURG, ROTTERDAM & ANTWERP—via Singapore.

Colombo, Suez and Port Said.

"PARIS MARU" ... Sunday, 5th Oct.

RIO DE JANEIRO, SANTOS & BUENOS AIRES—via Saigon, Singapore.

Colombo, Durban and Capetown.

"MEXICO MARU" ... Wednesday, 22nd Oct.

BOMBAY via Singapore and Colombo.

"ALTAI MARU" ... Tuesday, 16th Sept.

"SUMATRA MARU" ... Saturday, 20th Sept.

"SHUNKO MARU" ... Sunday, 5th Oct.

BANGKOK via SAIGON Only.

"KISHU MARU" ... Thursday, 2nd Oct.

CALCUTTA via Singapore & Rangoon.

"HAMBURG MARU" ... Friday, 28th Sept.

VICTORIA, SEATTLE, TACOMA & VANCOUVER via Shanghai and Japan Ports.

"ARABIA MARU" ... Friday, 28th Sept.

NEW YORK via Japan Ports, San Francisco and Panama.

"ALASKA MARU" (From Kobe) ... Wednesday, 15th Oct.

JAPAN PORTS.

"AMUR MARU" ... Tuesday, 18th Sept.

"GANGES MARU" ... Sunday, 21st Sept.

"ARABIA MARU" ... Friday, 28th Sept.

"ALPS MARU" ... Monday, 29th Sept.

KEELUNG via SWATOW & AMOY.

"KAIYO MARU" ... Sunday, 21st Sept., 2 p.m.

"AMAKUSA MARU" ... Sunday, 28th Sept., 2 p.m.

TAKAO via SWATOW & AMOY.

"KOTSU MARU" ... Thursday, 25th Sept., 10 a.m.

TAKAO & KEELUNG

"KISHU MARU" ... Tuesday, 18th Sept., Noon

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SS. "IBLA DE PANAY" ... 21st Dec.

For YOKOHAMA, KOBE, NAGASAKI, and SHANGHAI.

SS. "C. LOPEZ Y LOPEZ" ... 18th Oct.

SS. "IBLA DE PANAY" ... 3rd Dec.

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S.S. "PRESIDENT CLEVELAND" ... Wednesday, September 24th, at 4 p.m.
 S.S. "PRESIDENT PIERCE" ... October 8th, at 4 p.m.
 S.S. "PRESIDENT TAFT" ... October 22nd, at 4 p.m.
 S.S. "PRESIDENT WILSON" ... November 5th, at 4 p.m.

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 S.S. "PRESIDENT TAFT" ... October 12th, at Noon.
 S.S. "PRESIDENT WILSON" ... October 26th, at Noon.

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KAGA MARU ... Friday, 26th Sept., at 11 a.m.

ITO MARU ... Wednesday, 15th Oct.

MARSEILLES, LONDON & ANTWERP via Singapore Ports.

KAMO MARU ... Wednesday, 24th Sept., at 11 a.m.

KATURI MARU ... Wednesday, 8th Oct., at 11 a.m.

HAMBURG via LONDON & ROTTERDAM.

MITO MARU ... Friday, 28th Sept.

LIVERPOOL via MARSEILLES & VALENCIA.

DELAGOA MARU ... Sunday, 28th Sept.

SYDNEY & MELBOURNE via Manila Ports.

TANAKA MARU ... Wednesday, 17th Sept., at 11 a.m.

YOSHINO MARU ... Wednesday, 15th Oct.

NEW YORK & BOSTON via PANAMA.

YOSHINO MARU ... Friday, 3rd Oct.

BUENOS AIRES via Singapore, Durban & Cape Town.

AWA MARU ... Friday, 7th Nov.

BOMBAY via Singapore, Penang & Colombo.

SADO MARU ... Tuesday, 16th Sept., at 2 p.m.

TOKUSHIMA MARU ... Monday, 29th Sept.

CALCUTTA via Singapore, Penang & Rangoon.

CALCUTTA MARU ... Friday, 19th Sept.

JAVA & CALCUTTA via Batavia.

TASMANIA MARU ... Thursday, 2nd Oct.

NAGASAKI, KOBE & YOKOHAMA.

MISHIMA MARU ... Monday, 13th Oct.

SHANGHAI, KOBE & YOKOHAMA.

TAJIMA MARU (Calls Moji & Osaka) ... Wednesday, 17th Sept.

SAKA MARU (Moji, Kobe & Osaka) ... Monday, 22nd Sept.

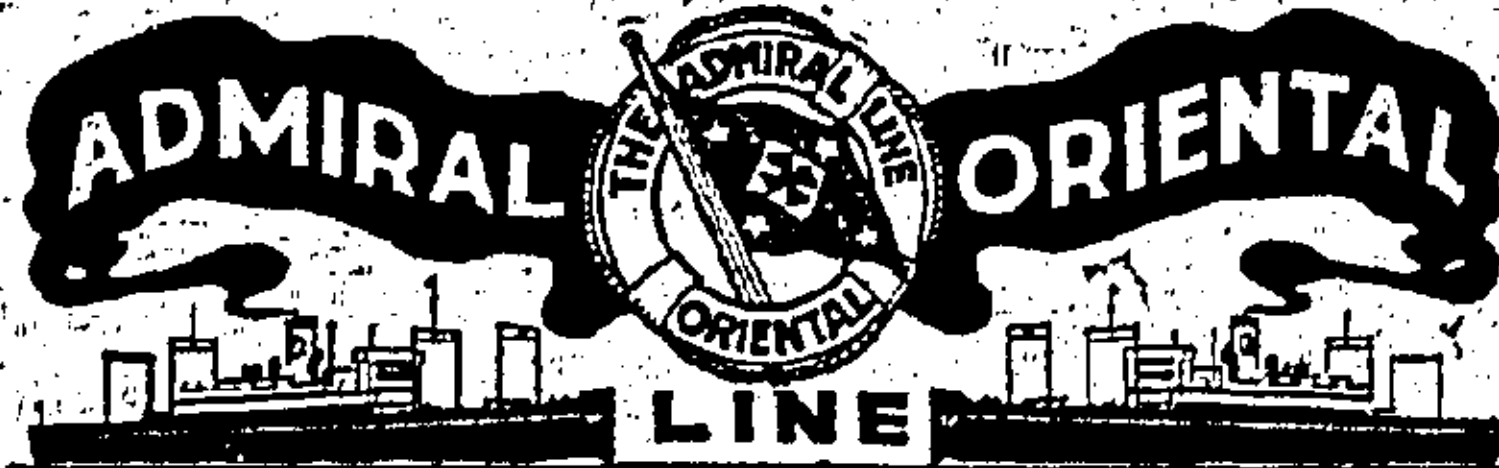
KASHIMA MARU ... Tuesday, 23rd Sept.

MATSUMOTO MARU ... Wednesday, 24th Sept.

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